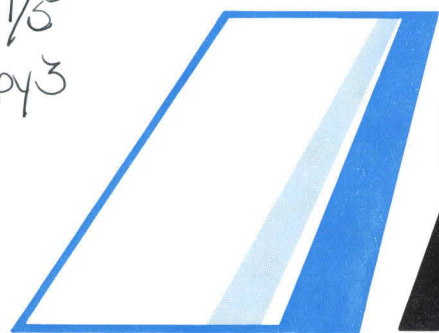


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# Palmetto AVIATION

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## Museum Piece

The "Furtle Turtle," a World War II era B-25 Mitchell, was flown to Charleston recently by Gen. Ted Bishop (left foreground) and co-pilot G.L. Coy where it will become a permanent fixture on the carrier Yorktown. Bishop and Coy made a brief stopover in Columbia for pictures and reminiscences with a couple of Doolittle raiders. (Aeronautics Commission Photo)

## B-25 Mitchell acquired for carrier Yorktown

A B-25 Mitchell bomber, the kind of aircraft flown by the famed Doolittle raiders, has been acquired by the Patriot's Point Foundation for the aircraft carrier Yorktown in Charleston.

The aircraft was flown to Charleston by Gen. Ted Bishop, former commander of Charleston Air Force Base and lifted aboard the Yorktown where it will be on permanent display.

The aircraft carrier, acquired from the government in 1976 as a Bicentennial project, has been declared the official museum for all aircraft carrier aviation. It has been visited by more than one million people.

New additions planned for this summer include the nuclear merchant ship Savannah; the naval destroyer USS Laffey and the World War II submarine USS Clamagore. The Patriot's Point Development Authority is currently

developing 450 acres of land in Charleston Harbor, formerly known as Hog Island.

With the acquisition of the B-25, present and future generations will have an opportunity to learn more about the exploits of Gen. Jimmy Doolittle and his raiders. The raid dealt a punishing blow to the Japanese and boosted American morale in the dark days following Pearl Harbor.

Doolittle and his pilots took off from the deck of the carrier Hornet and flew 800 miles, completely surprising the Japanese, without any serious opposition.

Doolittle formed his elite group from volunteers from the 17th Bombardment Group based at the Columbia Army Air Base, today the site of the Columbia Metropolitan Airport.

## Fourth Airports Conference being planned

Plans are now underway for the fourth annual S.C. Airports Conference to be held this year, Sept. 9-11, at the Sheraton Myrtle Beach Inn.

This year's conference promises to be bigger and better than ever before. If anyone did not attend last year and would like to attend this year's meeting, please contact Jim Goff at the S.C. Aeronautics Commission (803) 758-2766.

Conference room rates at the Sheraton are \$42 for a single or double. Additional information will follow in the July and August issues of *Palmetto Aviation*.





**PALMETTO AVIATION** is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the S.C. General Assembly to foster and promote air commerce within the state.

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## **Aviation photo contest open to everyone**

A national aviation photography contest will be sponsored by the Aviation Hall of Fame of New Jersey. The contest was announced recently by H.V. Pat Reilly, executive vice president of the Teterboro Airport-based organization.

Called the "Spirit of Flight," the contest is open to amateur and professional photographers. The deadline for entries is Sept. 30. To be eligible, all photographs must be of aircraft, including fixed wing, balloons, gliders, blimps and experimentals. The winning entries will be those that best illustrate the "Spirit of Flight."

Four major corporations are cooperating with the Aviation Hall of Fame to make the contest challenging to contestants of all ages. They are: the Minolta Corporation, Pan American World Airways, Hewlett Packard and Prentice-Hall, Inc.

A total of 35 prizes will be awarded, including four grand prizes of a one-week vacation for two to Buena Vista, Fla., and three top-of-the-line Minolta cameras. The winner of the vacation for two will fly on Pan Am jetliner from any Pan Am gateway airport in the continental United States to Orlando, Fla., and spend seven days at the Travelodge Tower Hotel at Lake Buena Vista. They will also receive passes for a four-day visit to Walt Disney World's Magic Kingdom.

Contestants may enter as many photographs as they wish. The winning images will be chosen by a panel of

discerning judges representing major aviation and photography publications, headed by Willard Clark, editor of *Camera 35*. All winning photographs will be publicly exhibited following the contest.

The Custom Pilot Shop at Teterboro, Airport will host the contest for the Aviation Hall of Fame of New Jersey. There will be a \$2.50 entry fee for each contestant, regardless of the number of prints or slides they submit. The proceeds of the contest will go toward the building expansion fund of the aviation museum at Teterboro Airport.

The rules of the contest are as follows:

1. All photo prints (color or black and white) should be at least 8 x 10 in size.
2. Every slide or print should be labeled with the contestant's name and address.
3. Checks or money orders should be made payable to "The Spirit of Flight" and mailed with photo entries to: Photo Contest Headquarters, Custom Pilot Shop, 500 Industrial Avenue, Teterboro, N.J. 07608.
4. There will be no cash substitutions for prizes. Travel on Pan Am aircraft is limited to the 48 continental United States and winners will fly from the nearest Pan Am gateway airport to Orlando, Fla. The accommodations for one week subject to space availability.
5. If contestants wish to have their photographs returned, a self-addressed stamped envelope must be enclosed with each entry.

## **Solar powered airplane will attempt flight**

The airplane Solar Challenger, the world's only aircraft powered by the direct conversion of sunlight to electricity, will attempt to make aviation history in June with a day-long flight between Paris and London.

The airplane is the invention of Dr. Paul MacCready, the California aviation pioneer whose pedal-powered airplane, Gossamer Albatross, flew across the English Channel in 1979, winning a \$220,000 prize.

Solar Challenger's two-and-a-half horsepower motor is powered by 16,000 photovoltaic cells which instantly convert the sun's rays to electric current. The plane carries no batteries or energy-

storage devices. Without sunlight, it glides to earth.

During tests in Arizona last December, Solar Challenger flew almost 20 miles and reached an altitude of over 3,000 feet. The planned Paris-to-London flight will cover more than 200 miles at altitudes up to 12,000 feet, and is expected to take seven hours.

The plane has a 47-foot wingspan but weighs only 200 pounds. It is constructed of high-strength, lightweight engineering materials manufactured by the DuPont Co., which will sponsor the flight. The probable pilot is Janice Brown, a 98-pound school teacher from Bakersfield, Calif.



## Aviation Calendar

**JUNE 31:** EAA fly-in and Breakfast Club meeting. Huggins Memorial Airport. Antiques, classics and ultralights. Contact Ray Kaess (803) 346-2191.

**JULY 3-6:** Ercoupe Owners Club National Fly-in at Wood County Airport, Bowling Green, Ohio. Owners of Ercoupes, Aircoupes, Alons and Mooney Cadets are welcome. Contact Carl Hall (419) 372-2640.

**JULY 15-18:** Beaufort Water Festival, Beaufort, S.C., featuring U.S. Army Golden Knights Parachute Team.

**JULY 15-19:** Lawyer-Pilots Bar Association semi-annual meeting at Shangra La in Aston, Okla. Contact David C. Prewitt (215) 546-5636.

## Carolyn Pilaar named to U.S. flight team

Carolyn Pilaar, owner of Carolyn's Flight Academy in Greenville, has been selected one of four people in the country to compete in the International Precision Flight Competition in Nottingham, England, this August.

Ms. Pilaar will compete on the American team against teams from 15 other countries. The competition involves basic private piloting skills, but the flight planning must be figured down to the seconds. Contestants are penalized for being over five seconds early or late over a check point.

"It's like a road rally," Ms. Pilaar said. "You adjust your power to match the speeds you predicted you were going to fly at. You are timed over secret check points enroute you don't even know about."

The competition consists of three phases: The flight planning phase; the navigation phase, which is the actual flight; and a precision landing contest with power on, power off, obstacle and forced landings to a spot on the runway.

The American team will fly Cessna 152's which are donated by Cessna. The team will leave Washington, D.C., July 26th for Brussels, Belgium. From Brussels they will fly the 152's across the English Channel to Nottingham. The team will practice for a week before the week of competition Aug. 2-11.

The other members of the American team are Marvin Ellis of California, Larry Graves of California and Joed Poerschke of Florida.

## Thunderbird pilot killed during show

A U.S. Air Force Thunderbird pilot, 34-year-old Capt. Nick Hauck, was killed May 11 during an air show at Hill Air

Force Base when his T-38 jet lost power and crashed.

Hauck, a solo pilot, was about to join the main group in the flying wedge demonstration near the end of the show when the incident occurred.

Hauck apparently tried to bring his jet in on a nearby farm field rather than eject and endanger anyone among the 80,000 spectators at the show.

Witnesses said Hauck's plane clipped a tree, hit two wagons in the field and cartwheeled before bursting into flames several hundred yards from the nearest group of spectators.

Hauck, a native of Mingo Junction, Ohio, was a nine-year Air Force veteran with more than 2,500 hours of flying time. He joined the Thunderbirds last fall.

## Breakfast Club: good food, lively talk

Want a good meal and lively conversation with fellow aviators on a Sunday morning? Then plan to attend the next meeting of the S. C. Breakfast Club.

The S.C. Breakfast Club had its first meeting in Orangeburg in 1938. The early members, brought together by love for flying, fellowship, food and fun, formed some very loose rules that have proven easy to live with.

It was agreed that there would be no charter, no by-laws, no dues, no membership list and no one would be refused membership. Anyone who attends one meeting automatically becomes a lifetime member. The verbal rules set up in that first meeting are still being passed along by older members and officers.

The club accepts, by invitation, the meeting place. Whoever wants

to invite the club may do so. This could mean a group, an airport, a city or an individual who will accept the responsibility of providing transportation to and from a place to have a breakfast meal.

Members pay for their meals unless offered free. Sometimes meals are prepared at the airports, or are catered into the airport. Members have been treated to everything from bar-b-que to steaks and seafood to the more ordinary eggs, grits and bacon.

It is also a rule of the club to meet every other Sunday morning with arrivals before 9:30 a.m., breakfast at 10 a.m. and departures at 11 a.m.

The club holds an annual meeting during October, preferably in Orangeburg, for the election of officers.

The group is one of the oldest

clubs of its type in the United States and has had continuous meetings except for a short time during World War II. The club has an incomparable safety record, with many thousands of hours flown to and from meetings safely with no accidents.

The club will meet at the following locations in June and July:

June 7	Newberry Airport
June 21	Huggins Airport (Timmonsville)
July 5	Camden Airport (breakfast in the hangar)

At Huggins Airport, on June 21, there will also be a fly-in sponsored by the Florence Chapter of the Experimental Aircraft Association. Breakfast Clubbers with an interest in antiques, classics or even ultralights should plan to attend this one.



# 100,000 see Boy's Home airshow

Judging from the crowd size, the 16th annual Boy's Home of the South air show was a huge success. About 100,000 people attended the two-day show May 2 and 3, and organizers say they made more money for the Boy's Home this year than in any past year.

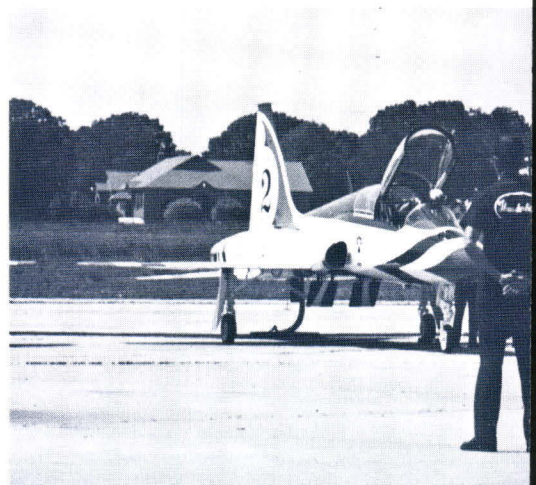
This year, for the first time, the show was held at Donaldson Air Park, a former Air Force Base that has been converted to an industrial park. Spectators who paid \$3 each were treated to a spectacular aerobatic show by the Air Force Thunderbirds and solo performances by outstanding aerobatic pilots like Bob Russell and Burt Mapoles.

In addition, there were static displays of several types of Air Force airplanes and helicopters, vintage World War II warbirds and ultralights. The large ramp areas accommodated the transient aircraft, the static displays and spectators with room to spare.

Besides the 100,000 who came by car, there were 66 airplanes which flew in for the show. About 20,000 hot dogs were made during the show.

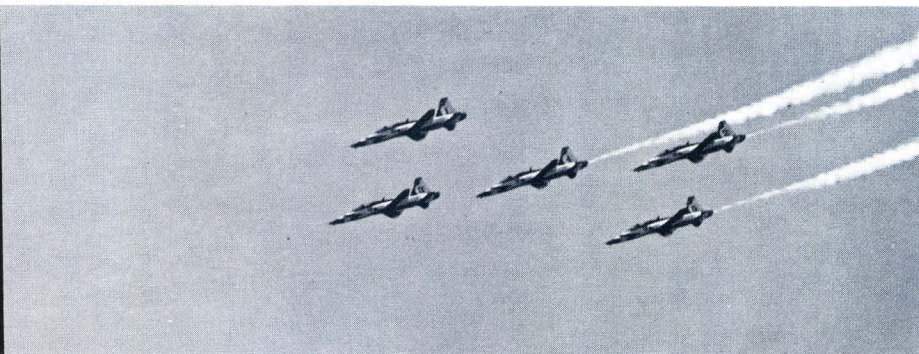
Show organizer Jim Craig said some of the money from the show will go into the operations fund of the home, but that much of it will probably be used to remodel a dormitory. The home presently has 37 boys, ranging in age from eight to 17 years old.

At left, Bob Russell taxis his Dehavilland Chipmunk back after thrilling the crowd with a spectacular aerial demonstration.

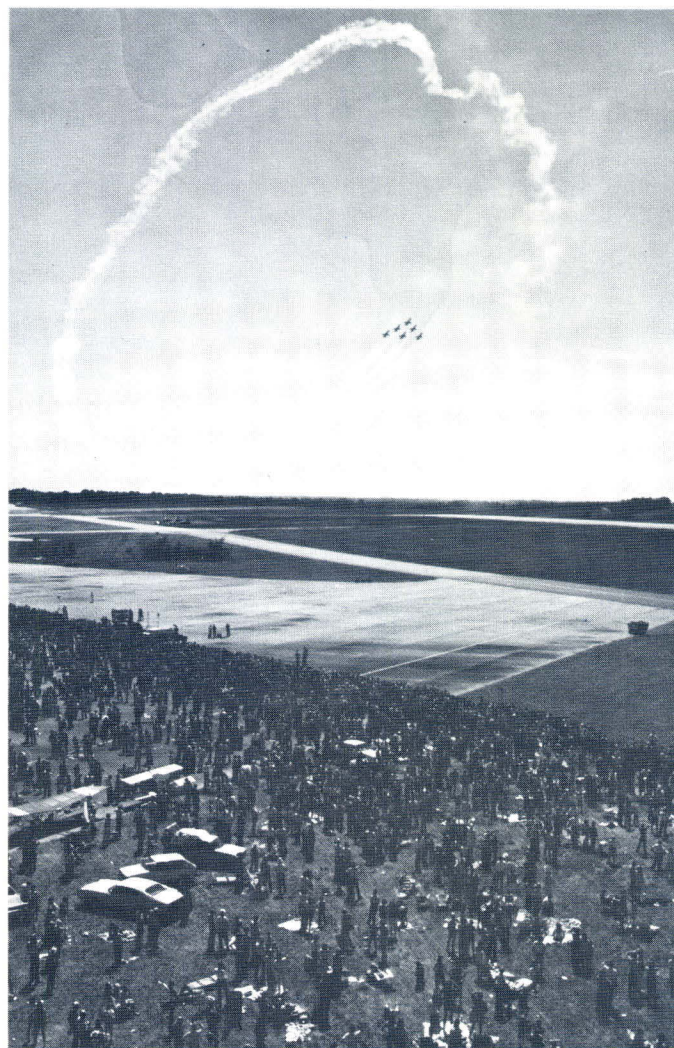


The white-suited Thunderbird pilots march to begin the show. Left, the two solo pilots are level-fly by. Right, Burt Mapoles cuts a ribbon.

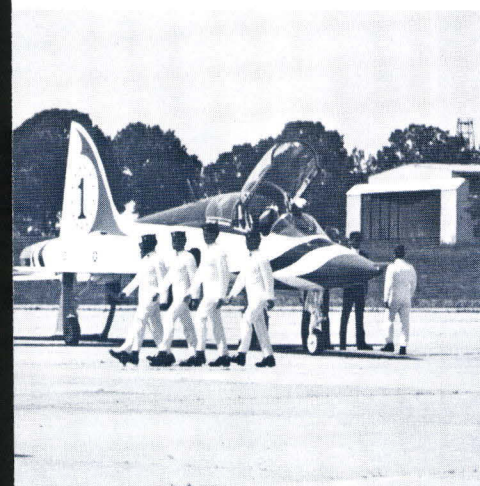




Below, the full Thunderbird wedge leaves its mark in the sky as it completes a loop high above an estimated 60,000 spectators who saw the show on May 3.



Aeronautics  
Commission  
Photos



F-38 jets in precise military order to  
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## Cessna 210 preferred two to one by thieves

According to statistics, if you own a Cessna 210 and live in Florida or California, you've got a much better than average chance of having your airplane stolen.

Figures compiled by the International Aviation Theft Bureau show thieves preferred the 210 nearly 2-1 over the next most stolen aircraft, the Piper Aztec. And, of the 241 aircraft stolen during 1980, more than 100 disappeared from California and Florida.

In fact, California, Florida, Texas and

Arizona accounted for more than half the total thefts reported during 1980. In those four states, 145 aircraft were stolen.

Fortunately, South Carolina ranks near the bottom in stolen aircraft. There were only two thefts reported in the Palmetto State during 1980.

There were 31 Cessna 210's stolen in 1980, 17 Piper Aztec's, 16 Piper Navajo's and 16 Cessna 206's. See table below for other figures.

### Aircraft Theft Statistics for 1980

#### THEFTS BY STATE

Alaska	4	Arkansas	1
Arizona	19	California	42
Georgia	6	Florida	64
Colorado	2	Illinois	5
Iowa	2	Indiana	3
Tennessee	2	Washington	3
Kansas	3	Louisiana	2
Kentucky	1	Michigan	2
Maine	3	Minnesota	3
Mississippi	1	North Carolina	5
New Hampshire	1	New Mexico	9
Nevada	4	New York	4
Ohio	5	Oklahoma	6
Oregon	5	Pennsylvania	2
Puerto Rico	1	South Carolina	2
Utah	3	Texas	20
Virginia	1	Wisconsin	1
Virgin Islands	1	Bahamas	2

#### THEFTS BY AIRCRAFT TYPE

Aero Comm. Single	3	Aero Comm. Twin	8
BEECH AIRCRAFT:			
Baron	5	Beech 18	2
Beech 90	2	Bonanza	5
Duke	1	Musketeer	1
Queen Air	2	Sierra	2
Travel Air	1		
CESSNA AIRCRAFT:			
L-19	1	150/172	9
172	12	177	1
180	1	182	9
185	1	205	1
206	16	207	3
210	31	310	8
337	8	340	4
401	2	402	7
404	4	411	3
414	3	421	5
PIPER AIRCRAFT:			
Apache	1	Archer	1
Arrow	4	Aztec	17
Cherokee	6	Commanche	1
Lance	5	Navajo	16
Saratoga	1	Seminole	1
Seneca	9	Super Cub	1
Tri-Pacer	2	Warrior	3
MISC. AIRCRAFT:			
Beagle	1	Citabria	1
Convair 440	2	DC-3	1
Ercoupe	1	C-119	1
G.A. Tiger	1	Maule M5	1
Mooney M-20	1	MU-2	1
Stearman	1		

## Theft reports should be put into NCIC

If you have an aircraft stolen, you should immediately notify the law enforcement agency having jurisdiction at the site of the theft, giving all available information.

Request that information about your aircraft be entered into the computer system of the National Crime Information Center (NCIC) of the FBI, and ask the officer taking the report to notify the nearest FAA Flight Service Station.

The flight service station will then issue a nationwide stolen aircraft alert. Flight service stations are prohibited from issuing stolen aircraft alerts based solely on notification of theft by the owner—the report must be made by the law enforcement officer handling the case.

Next notify the International Aviation Theft Bureau. You may call them collect at (301) 951-3866. Then notify your insurance company or agent.

Owners and operators are also encouraged to keep separate records of engine and equipment serial numbers and report these serial numbers at the same time the stolen aircraft is reported.

## Check Champion oil filters for bad threads

According to the May issue of General Aviation *Airworthiness Alerts*, there have been incidents of some Champion oil filters being returned because of bad threads.

Spin-on Champion Oil Filters, with date code 1E8, were found to have bad threads in the tapped hole and experienced binding within 1/8 to 1/4 of the initial threading.

To preclude potential problems, Champion has requested that Spin-on filters, part number CH48108, produced with date code 1E8 be returned for an exchange credit.



Middle East Region's outstanding Civil Air Patrol cadet, Capt. Juan Carlos Ortiz, left, receives the John H. Hill award from Col. Earl Van Stavern as LTC William E. Hobson, S.C. Deputy Wing Commander, looks on. Cadet Capt. Ortiz is a member of the Coastal Charleston Composite Squadron.

## Ortiz named outstanding CAP cadet

A Charleston Heights high school junior has been named the Outstanding Civil Air Patrol Cadet in the Middle East Region.

Cadet Capt. Juan Carlos Ortiz was recently presented the award by Col. Earl Van Stavern, CAP, of the Middle East Region staff. Ortiz was recognized for his outstanding accomplishments as a cadet officer in the Coastal Charleston Composite Squadron and for his activities at Garrett High School.

Ortiz is squadron commander of SC-31

Air Force Junior Reserve Officers Training Corps and will serve as cadet commander of the S.C. Wing's annual encampment to be held at the U.S. Marine Corps recruit depot at Parris Island.

Ortiz is a Presbyterian College Fellow, on the Governor's Exchange Program, in Who's Who Among High School Students and plans to attend the Air Force Academy on graduation from high school.

Ortiz joined the CAP in August, 1976,

and has steadily progressed within the program. His outstanding leadership, scholastic achievements and personal endeavors have been further proven by his selection for a private pilot scholarship, awarded by the S.C. Wing, CAP, to the most qualified cadets meeting the selection criteria.

S.C. Wing Commander Col. George Compton commented that Cadet Ortiz has set an example for other young people to follow. "We are very proud of this young man," he said.

Members of the South Carolina Wing, Civil Air Patrol (CAP) recently held their annual practice search and rescue mission at the Winnsboro Airport.

Objects of the mission were two missing aircraft and an overdue boat. The aircraft were on simulated flights through the state with stops in Columbia. The boat was overdue from a fishing trip on Lake Murray.

Advance parties of personnel arrived at the airport before dawn to set up operations. By 8 a.m. everything was ready for the arriving personnel to sign in. By mid-morning the practice targets, in the form of parachute panels, had been found and the mission brought to a close.

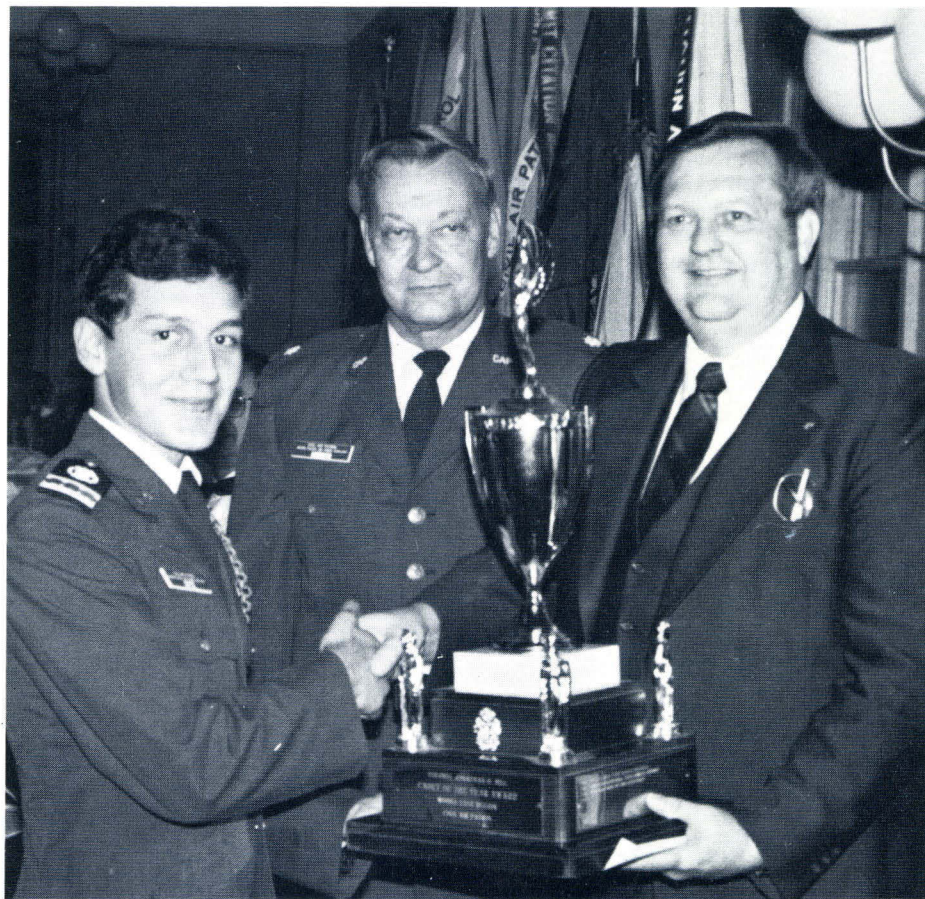
The practice mission gave the CAP

members an opportunity to put into practice those search and rescue techniques learned throughout the year and to be evaluated on their performance.

The entire mission, from sign-in to reports of the sightings was monitored and graded by an Air Force evaluation team on such points as alert response time, utilization of communication equipment and personnel and safety procedures.

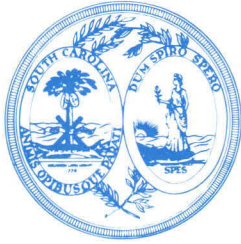
The evaluation team commended the CAP members for the efficiency and professionalism of their effort and graded the overall exercise as satisfactory.

Civil Air Patrol—an auxiliary of the U.S. Air Force—is a civilian non-profit volunteer air search and rescue organization.



## Annual SAR practice held at Winnsboro





## SOUTH CAROLINA AERONAUTICS COMMISSION

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# April GA shipments down but billings up 23 percent

Shipments of general aviation aircraft were down 3.3 percent last month compared with last April, according to the General Aviation Manufacturers Association (GAMA). April shipments totaled 960 units compared to 993 units the previous April. April industry billings totaled \$263.7 million, an increase of 23.8 percent compared with \$213 million in April, 1980.

During 1981 so far, the industry has delivered 3,349 aircraft worth \$907.4 million, a decrease of 25.7 percent in shipments but a 17.7 percent increase in billings compared to the same period in 1980. During that time last year, 4,505 units worth \$770.8 million were shipped.

GAMA President Edward W. Stimpson said that, in view of deliveries thus far this year and because of high interest rates, the industry's total deliveries for 1981 will probably not reach the 12,000 units predicted earlier this year. But with a strong market in higher performance aircraft, Stimpson said, the dollar volume of shipments will more closely approximate the original GAMA forecast of \$3 billion in sales.

Deliveries of business jets and turboprops totaled 39 and 76, respectively, in April. For the year to date, 124 jet deliveries exceed by 25.3 percent the

99 jets delivered during the first four months of 1980. Turboprop deliveries, at 289 so far this year, are running 9.1 percent ahead of the 265 jetprops delivered through April, 1980.

Deliveries of single-engine and twin-engine piston aircraft continue to be affected by high interest rates and general economic conditions. This April, 641 singles and 153 twins were shipped. A total of 2,236 singles have been delivered this year through April compared to 3,212 during the same period in 1980, a drop of 30.4 percent. Twin deliveries so far during 1981 total 578, 27.5 percent fewer than the 797 recorded through April, 1980. Agricultural aircraft shipments, 51 during April, are down 7.6 percent on the year with 122 to date compared to 132 in the first four months of last year.

During April, exports totaled 280 units, 21.1 percent fewer than the 355 units exported during April, 1980. Export billings, however, are up 20.3 percent to \$74.1 million over the \$61.6 million of April, 1980. For the year to date, unit exports are down 25.3 percent to 997 from 1,334 while export billings are up 18.5 percent to \$258.3 million from nearly \$218 million.

# Unwarranted low flying kills ATP

The National Transportation Safety Board recently issued its report on an accident which it termed "one of the most flagrant and inexplicable cases of unwarranted low flying" in more than a decade.

The crash is among 300 general aviation accidents reported by the Board in its Issue No. 13 of 1979 civil aviation "Briefs of Accidents."

The accident the Board highlighted involved an experienced pilot who was fatally injured when he apparently tried to land his light aircraft on an open stretch of state highway. The 24-year-old pilot held an air transport rating and had 2,000 hours of flying time.

The single-engine airplane, its landing gear down, struck power lines spanning the highway and crashed on the pavement upside down. Trees flanked the road where the power lines crossed it, but beyond that point, in the direction of the plane's flight, there was nearly a mile of straight, unobstructed, 50-foot-wide highway.

Investigation developed no evidence of mechanical malfunction or failure of the aircraft before impact. Fuel aboard was not contaminated, and was enough for more than an hour of flying time. A nearby resident reported hearing a plane in the area for 5 to 10 minutes before the crash. He described the engine sounds as normal.

The Safety Board determined the probable cause to be the pilot's having "failed to see and avoid objects or obstructions," and cited as contributing factors his "poor judgment" and his "unwarranted low flying."

## TOTAL AIRCRAFT SHIPMENTS BY TYPE

	YTD 1981	YTD 1980	%CHANGE
SINGLE ENGINE	2,236	3,212	- 30.4
AG PLANES	122	132	- 7.6
MULTI-ENGINE	578	797	- 27.5
TURBOPROP	289	265	+ 9.1
JET	124	99	+ 25.3